

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property:

historic name Millersburg Ferry

other names/site number Kramer-Crow Ferry

2. Location

street & number See continuation sheet not for publication N/A  
city or town Millersburg township Buffalo vicinity N/A  
state Pennsylvania code PA county Dauphin, Perry code 043, 099  
zip code 17061

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination      request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property X meets      does not meet the National Register Criteria. I recommend that this property be considered significant      nationally      statewide X locally. (     See continuation sheet for additional comments.)

*Charles MacDonald* June 20, 2006  
Signature of certifying official Date

Pennsylvania Historical & Museum Commission  
State or Federal Agency or Tribal government

In my opinion, the property \_\_\_\_\_ meets \_\_\_\_\_ does not meet the National Register criteria.  
\_\_\_\_\_ See continuation sheet for additional comments.)

Signature of commenting official/Title

Date

State or Federal agency and bureau

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4. National Park Service Certification

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I, hereby certify that this property is:

\_\_\_\_\_ entered in the National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.  
\_\_\_\_\_ determined eligible for the \_\_\_\_\_  
\_\_\_\_\_ National Register \_\_\_\_\_  
\_\_\_\_\_ See continuation sheet.  
\_\_\_\_\_ determined not eligible for the \_\_\_\_\_  
\_\_\_\_\_ National Register \_\_\_\_\_  
\_\_\_\_\_ removed from the National Register \_\_\_\_\_  
\_\_\_\_\_ other (explain): \_\_\_\_\_

Signature of Keeper

Date  
of Action

=====

5. Classification

=====

Ownership of Property (Check as many boxes as apply)

☒ private  
☒ public-local  
☒ public-State  
☐ public-Federal

Category of Property (Check only one box)

☐ building(s)  
☐ district  
☒ site  
☐ structure  
☐ object

Number of Resources within Property

Contributing	Noncontributing
_____	_____ buildings
<u>  3  </u>	_____ sites
<u>  1  </u>	_____ structures
_____	_____ objects
<u>  4  </u>	_____ Total

Number of contributing resources previously listed in the National Register N/A

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.) \_\_\_\_\_ N/A \_\_\_\_\_

=====

6. Function or Use

=====

Historic Functions (Enter categories from instructions)

Cat: Transportation Sub: Water Related

Current Functions (Enter categories from instructions)

Cat: Transportation Sub: Water Related

=====

7. Description

=====

Architectural Classification (Enter categories from instructions)

no style

Materials (Enter categories from instructions)

foundation \_\_\_\_\_

roof \_\_\_\_\_

walls \_\_\_\_\_

other Stone

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

=====

8. Statement of Significance

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Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- ☒ X A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- ☐ B Property is associated with the lives of persons significant in our past.
- ☐ C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- ☐ D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- ☐ A owned by a religious institution or used for religious purposes.
- ☐ B removed from its original location.
- ☐ C a birthplace or a grave.
- ☐ D a cemetery.
- ☐ E a reconstructed building, object, or structure.
- ☐ F a commemorative property.
- ☐ G less than 50 years of age or achieved significance within the past 50 years.

Areas of Significance (Enter categories from instructions)  
Transportation

Period of Significance 1866-1956

Significant Dates 1873

Significant Person (Complete if Criterion B is marked above)  
N/A

Cultural Affiliation N/A

Architect/Builder Unknown

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

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9. Major Bibliographical References

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(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS)

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested.
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey #
- ☐ recorded by Historic American Engineering Record #

Primary Location of Additional Data

☐ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☒ Other

Name of repository: Millersburg Ferry Boat Association

10. Geographical Data

Acreage of Property 146 acres

UTM References (Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing	
1	18	333570	4489931	3	18	332213	4489713
2	18	333590	4489398	4	18	332056	4490236
<input type="checkbox"/> See continuation sheet.							

Verbal Boundary Description (Describe the boundaries of the property on a continuation sheet.)

Boundary Justification (Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Annette Gunyuzlu/Board of Directors

organization: Millersburg Ferry Boat Association date: April 3, 2006

street & number: PO Box 93, Center Street

telephone: (717) 692-2442

city or town: Millersburg

state: PA

zip code: 17061

Additional Documentation

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Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

=====

Property Owner

=====

(Complete this item at the request of the SHPO or FPO.)

name \_\_\_\_\_

street & number \_\_\_\_\_

telephone \_\_\_\_\_

city or town \_\_\_\_\_ state \_\_\_\_\_ zip code \_\_\_\_\_

=====

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.). A federal agency may not conduct or sponsor, and a person is not required to respond to a collection of information unless it displays a valid OMB control number.

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to Keeper, National Register of Historic Places, 1849 "C" Street NW, Washington, DC 20240.

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Additional Location:

Street and Number: River crossing connecting Millersburg,  
Dauphin County, on the east bank of the Susquehanna River  
with a point at the end of State Route 1534 on the west bank  
of the river in Buffalo Township, Perry County

city/town Buffalo Township  
county Perry county code 099 zip code 17045

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The Millersburg Ferry is located on the Susquehanna River between the borough of Millersburg in Dauphin County and Buffalo Township in Perry County. The Millersburg ferry landings are situated along the east bank of the Susquehanna River at the bottom of North Street in Millersburg and along the west bank at a modern campground approximately two miles south of Liverpool; the ferry wall and channels run in a roughly northwesterly direction from east to west approximately one mile. The property consists of one contributing structure and three contributing sites: a man-made ferry wall, or dam (1873); two landings, and the one-mile wide riverbed, which consists of four distinct channels. The river channel, the landings, and the ferry wall retain integrity. These resources have not been significantly altered since the Pennsylvania Assembly granted the franchise in 1866.

The east shore landing is located near the intersection of North and River Streets, within the Borough of Millersburg's Riverfront Park. West of its intersection with River Street, North Street turns into an inclined stone and gravel road that continues 75 feet to the landing. Along this gravel roadway lie remnants of the foundation of a small shack that appears in an historic (1899) photograph. The shack was lost to flood waters and therefore is not included in this nomination. During the ferry's operating season, an 11' x 18' wooden dock constructed of sturdy 2 1/2" x 10" unpainted planks lies in the river shallows allowing passengers to remain dry while boarding. In the off-season, the dock is stored on land above the ferry landing. The first dock was designed and built in 1919 and continues to be utilized despite constant repair and reconstruction.

The west shore landing of the Millersburg Ferry is located approximately two miles south of the town of Liverpool in Buffalo Township, Perry County, PA. It is serviced by a public road to US Routes 11/15 through a private campground facility (Ferry Boat Campground). One distinction between the two landing areas of the ferry is that the Perry County landing on the west shore has no need of a dock (movable or otherwise). The grade allows for comfortable disembarking and a simple stone incline leads to SR 1534 or Ferry Lane.



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The most notable feature of the Millersburg Ferry is the ferry wall. The inconsistencies of water depth in the summer made it necessary to construct this dam across the mile-wide river to ensure continued operations. Rocks were piled about four feet high on a natural ledge across the river, and the back (south) side was filled with mud to strengthen the wall. Openings were placed in strategic places to allow for the migration of shad, for raft, coal digger and boat travel and to act as safety valves for high water. Though no longer in use, the eel weir built into the original wall in 1873 is still present. Atop one portion, wildflower and shrub growth has taken hold and helps to hold the loose stone in place.

Due to flood and ice damage, sections of the wall must be rebuilt every few years. Since 1946, heavy machinery has been used for this purpose. Therefore, the integrity of this contributing resource is still intact and the path across the river remains basically the same as during the period of significance (Map 1).

North of the ferry wall are the riverbed crossing channels (Map 2). These channels consist of the free flowing water of the Susquehanna River and each follows a unique route across the river. Their use is dependent upon water levels, freight carried and wind direction. The ferrymen refer to these as "low water", "high-low water", "high water" and "flood water" channels. The flood water channel (approximately 300 yards from the ferry wall) is the northernmost route. The southernmost channel falls 100 yards downstream from the Ferry wall.

Two post-1956 wooden ferry boats, not included in the resource count, remain operational at the Millersburg Ferry site during the operating season. Each vessel is a gas-powered, double-paddled, split-wheel sternwheeler power boat twelve feet wide by sixty feet long. The paddle wheels have eight foot diameter wheels turned by a gas-powered engine and chain. Both hulls are of wood (white pine) construction, consisting of 30 foot long timbers, 6 inches wide. The bottom is cross planked with 3" x 10" x 12" planks. The bows of each boat have a covered open air deck and pilot house. The power boats tow an 83 foot long flat or barge attached on their starboard (right) side. The basic design, character, feel and nature of these resources have remained faithful to the vessels used during the period of significance. Unfortunately, the action of fresh water on wood requires yearly repairs and very few boats last longer than

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twenty-five years. Iron work and specialty parts are used over again as long as they maintain structural integrity.

The landings and riverbed retain their integrity. The ferry wall has been repaired on a regular basis throughout the years; however, it continues to retain its integrity of location, setting, design, materials workmanship, feeling, and association.

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### Statement of Significance:

#### *Introduction*

The Millersburg Ferry is locally significant under criterion A in the area of Transportation. The ferry provided an important crossing roughly midway between the bridges at Clarks Ferry and Shamokin Dam. This crossing served the economy of the local area, connecting coal, passengers, and goods to the Pennsylvania Railroad, and it served the recreational needs of Millersburg residents. Although a ferry operation existed as early as 1817, the period of significance begins in 1866 when the Pennsylvania Assembly granted a franchise for the ferry. Because the ferry still plays an important local transportation role, the period of significance ends in 1956, following the National Register 50-year guideline.

#### *Brief History of the Millersburg Ferry*

Before bridges crossed the Susquehanna River, ferries served as the only connection between the east and west shores. Carrying both people and goods, early ferries played an integral role in westward expansion and economic development. At Millersburg, there is little evidence of a ferry operation before the 19<sup>th</sup> century. Written evidence puts the beginning date of continuous operation at 1817 when a Mr. Michael Crow was the sole owner. Even though Mr. Crow may have operated the ferry earlier, the above date comes from an unsigned lease, which is still in the possession of Robert Wallis (owner of the west shore landing of the Millersburg Ferry). According to the lease, a Mr. Carson would rent the ferry from Crow and, in exchange, he would construct an artificial road from the ferry landing to "The Great Road" (Routes 11/15) leading to Liverpool. The construction of the road was to be considered full rent for the first two years of the five year lease. The final three years' rent was to be determined by a disinterested three person panel. Carson never signed the lease and it is unclear as to whether he ever operated the ferry, but Crow continued to maintain the ferry and petitioned to have a road built to the Great Road in 1819.

The following year, Michael Crow, recorded as Michael Krouse (pronounced "crows"), was assessed in Perry County for 250 acres, sawmill and ferry. The west shore landing of the Millersburg Ferry was known as "Crow's Landing" by many, even as late as 1960. As for the east shore landing, we can pinpoint the location

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by the documentation of the sale of a certain lot of land and the ferry rights to a Mr. David Kramer (or "Kremer") by Daniel Miller Sr. (Millersburg founder) for \$60.00 in 1826.

Between 1820 and the 1870s, the right to operate a ferry in Millersburg was bitterly contested. The intricacies of these legal battles do not serve to illuminate the significance of the ferry, however. Suffice it to say that soon after the General Assembly of Pennsylvania passed a bill granting a ferry franchise at Millersburg (Act of March 21, 1866 P.L. 358), the legal issues were resolved. The act granted Joseph Kramer, his heirs and assigns, the right to operate a ferry at his own expense. The franchise also stipulated that Kramer was to make good and convenient landings on the east side of the river along the line of the borough of Millersburg and on the west side on lands owned by Crow and Patten.

Other transportation developments near Millersburg contributed to the success of the Millersburg Ferry. For example, the Pennsylvania Canal along the west shore of the Susquehanna was begun in 1828 and saw regular traffic by 1830. The canal both brought prosperity and business to the west shore, and ensured the continued operation of the ferry from the east shore at Millersburg, until the Wiconsico Canal (begun in 1836) bypassed the ferry. Due to financial difficulties and destruction caused by numerous major floods, however, the Pennsylvania Canal ceased operation in 1899.

Aside from the canal in 1830, Millersburg was connected to Harrisburg by rail in 1857; the following year, the Northern Central Railroad was extended to Sunbury. After the ferry closed, businessmen at Liverpool on the west shore petitioned the Pennsylvania Railroad for a station at the base of Mahantango Mountain near Millersburg. Thereafter, the ferry transported people and goods from the west shore to the train station on the east shore.

By 1873, Millersburg Ferry saw the introduction of steam-powered ferry boats. These boats were, by their nature, heavier and required a more predictable water level in order to operate. Therefore, in the same year, the ferrymen placed a ferry wall, or dam, across the river. This structure raised the level of the Susquehanna, and, in conjunction with the river's natural channels, allowed the heavier steam boats to operate even during

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low water.

As Pennsylvania grew and roads and transportation improved, vehicle, passenger and freight traffic across the river increased. After about the first half of the 19<sup>th</sup> century, however, much of this increased traffic was carried by bridges, leading to the demise of many ferries. For example, bridges closed Clark's Ferry in 1838 and Baskin's Ferry in 1839. By the early 1920s, the Millersburg Ferry (now known as the Hunter-Radle Ferry Company) was the last ferry across this section of the Susquehanna River. Although promised by many politicians, a bridge at Millersburg never materialized and this ferry system continued as the only way across a forty mile stretch of river between Duncannon and Sunbury. In addition to its impact on the economy of central Pennsylvania, the Millersburg Ferry also had an impact on recreation in the area. Residents of Millersburg used the ferry to transport them to a park on the western shore.

After 1936, only three boats were operated at the Millersburg Ferry. Today, only two ferry boats ply the Susquehanna at Millersburg and the traffic has decreased significantly from its height in the early 20<sup>th</sup> century. When both boats are in operation, one is docked on each side of the river. If only one boat is in operation, the Millersburg dock is primary and is used during the overnight hours. During the winter months, the boats are dry docked at the southernmost point of the Millersburg Borough Riverfront Park. Borough council also allows repairs and maintenance of the boats to occur in this location.

#### *Significance in the Area of Transportation*

The Millersburg Ferry is locally significant in the area of Transportation. During the period of significance (1866-1956), the ferry was an integral part of the transportation apparatus in the area. When the railroad came to Millersburg, the ferry transported people and goods from the western shore to the train station at the base of Mahantango Mountain near Millersburg. Aside from transporting goods and people to the railroads, the Millersburg Ferry also served to transport the people of Millersburg to the western shore for recreational purposes.

With the closing of the Pennsylvania Canal in 1899, the west shore of the Susquehanna no longer had a viable method of transporting goods to other markets. Therefore, several

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Liverpool businessmen petitioned the Pennsylvania Railroad Company for a station at the base of Mahantango Mountain in Dauphin County. By 1902, the station was in full operation. The Millersburg Ferry was indispensable in transporting passengers, produce and vehicles from Liverpool to the depot across the river. A 1918 fare list is instructive of the types of goods that most probably were carried to the depot. The fare list was put out by Hunter and Radle, who owned the ferry beginning in 1906, only four years after the train station was built. Aside from people, cars and wagons, fares are listed for cattle; produce, including apples, onions, buckwheat and potatoes; building materials, including finished and unfinished lumber, cement, and plaster; farm supplies, such as fertilizer; "merchandise;" and "packages and parcels."

The first half of the 20<sup>th</sup> century was a boom time for the canal. From 1905 - 1936, business was so good for the Millersburg Ferry that it required the use of four ferry boats. The "record" set by these four boats was 320 cars in one day. After 1936, three boats were used and the Millersburg Ferry was established as "the gateway from the famed Lykens Valley and Pottsville to the west on a much traveled route" (Hain 399).

The early 1900s found Millersburg residents riding across to a picnic grove on the western shore known as Maple Grove Park. The Millersburg Centennial souvenir book, published in 1907, states that "Millersburg has also a picnic park, and while no trolley line carries you to this pleasure spot, a steam ferry performs the same service - for this park is in Perry County, though it is distinctively a Millersburg institution. Directly opposite Millersburg it is and on every pleasant day, in summer, large numbers of the townspeople can be seen on their way to Maple Grove." During the 1960s, the land known as Maple Grove was bought by the Wallis family and renovated into the current Ferryboat Campground.

### *Comparisons*

By 1922, Millersburg Ferry was the only surviving ferry service on the Susquehanna River between Harrisburg and Sunbury. As mentioned previously, however, there were a number of ferries along the Susquehanna. The city of Sunbury had three until 1797 when an exclusive franchise was granted to the city. Other

ferries

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OMB No. 1024-0018

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ferries along the Susquehanna included Fisher's Ferry, one of the few ferries whose name survives in the name of a town; ferries at Milton, Danville, and Lewisburg; and Harris' Ferry at present-day Harrisburg. Hain's (1922) History of Perry County, Pennsylvania, lists six ferries across the Susquehanna in Perry County alone, including Clark's Ferry and the Montgomery Ferry.

Fisher's Ferry, founded in 1791, is a rarity among Susquehanna River ferries in that it lent its name to the town it served. Located in Northumberland County at the mouth of Hollowing Run on the Susquehanna, the ferry connected Fisher's Ferry on the east shore with the Isle of Que on the west shore. The eastern landing was the site of a hotel and ferry house, which later served as a post office and railroad station. The coming of the Northern Central Railway in 1857 made this ferry even more important, as evidenced by the train station being placed in the old ferry house. In 1852, the land was divided into lots and sold off, and the hotel was closed, replaced by a general store. Like the Millersburg Ferry, Fisher's Ferry saw a growth in importance with the coming of the railroad; however, Fisher's Ferry served as a train station, but Millersburg was simply near the station. The two also differ because Fisher's Ferry was associated with a large ferry house, which also served as a hotel, post office and train station. The ferry operator's house in Millersburg, on the other hand, served only one function: housing the operator.

Clark's Ferry, about 15 miles south of Millersburg, was begun by the Clarks ca. 1760 near the confluence of the Juniata and Susquehanna Rivers. As advertised in the July 1, 1800 copy of the Oracle, this ferry was utilized by settlers on their way to the western frontier. In 1808, Clarks Ferry was used by the Juniata Stage Company to cross the river on the first road that ran from Harrisburg to Pittsburgh. Clark's Ferry flourished until 1838 when the Juniata Bridge Company built a wooden bridge to be used by the Pennsylvania Canal (Everts, Peck and Richards 1075). The modern bridge still bears the name of the early river enterprise. The Millersburg ferry is similar to Clarks Ferry because both transported people and vehicles across the Susquehanna and both were affected by the building of canals. In Clarks Ferry, the canal put the ferry out of business, but in Millersburg, the canal made the ferry indispensable.

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Another ferry that compares to the Millersburg Ferry is the Montgomery Ferry. In 1774, Joseph Lytle established a ferry approximately two miles south of Millersburg on the eastern shore. In 1806, the ferry was sold to William Moorehead, who wished to establish a town at that spot. The town never grew, and when Moorehead took a job in Harrisburg (1814) he turned over operation to William Montgomery. When Moorehead died in 1817, the Montgomery family purchased the ferry. The Montgomery family owned land on the west shore, which became the town of Montgomery's Ferry (Map 3; Buffalo Township History).

Montgomery's Ferry was a post office as early as 1832 and the site of a canal lock in the 1830's. After 1872, the ferry functioned as a foot ferry for people who wanted to pole themselves across. By 1900 the McClellan Coal Yard was located on the east shore and customers from the west shore sent and received freight from the McClellan Freight Yard. The ferry operated as an important part of the McClellan business (Map 3). Although the Millersburg Ferry was located only about two miles away, there are substantial differences between the two. For example, the Millersburg Ferry has never served as just a foot ferry. In addition, throughout its history, the Millersburg Ferry has served all of the people of the area. Montgomery Ferry, on the other hand, served only the McClellan Company for a number of years.

In conclusion, the Millersburg Ferry is a significant resource under criterion A in the area of transportation. The period of significance extends from 1866 (the date of its franchise) to 1956 (the fifty year cutoff for the National Register). During this period, the ferry has transported people and goods to the railroads and contributed to the recreation of Millersburg residents. Although numerous ferries have existed along the Susquehanna only a few even have place names anymore, and the Millersburg ferry is the only one that survived. It owed its survival to the fact that it was a much traveled route and there is no bridge across the Susquehanna on the length of river between Duncannon and Sunbury, a stretch of forty miles.



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#### **Public Records**

Historical Society of Millersburg and Upper Paxton township.  
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Millersburg Ferry boat Association Historic Data Files.  
Millersburg, PA. Information as recorded by Jack Dillman,  
Past Captain, Millersburg Ferry.

Pennsylvania Historic And Museum Commission, Harrisburg, PA:  
Bureau of Historic Preservation, Millersburg Ferry File.

Perry County Deeds, New Bloomfield, PA.

Dauphin County Deeds, Harrisburg, PA.

#### **Interviews:**

Lebo, Donald, Captain  
Millersburg Ferry  
December 1997

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Millersburg Ferry  
Dauphin County, PA

Tschopp, Clifford, Captain  
Millersburg Ferry  
December 1997

United States Department of the Interior  
National Park Service

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Millersburg Ferry  
Dauphin County, PA

**Geographical Data:**

**Acreage of Property - 146 acres**

**Verbal Boundary Description:**

Beginning at the ferry landing site in Millersburg, Dauphin County, PA, proceed south one hundred yards (300 feet) following the Susquehanna River bank and extending past the southern edge of the ferry wall boundary, as it is historically known. Then, turning 90 degrees travel west and, at a distance of no less than 100 yards south of the wall, following the same wall (or dam) across the river bed in an irregular fashion one mile to the western shore. Turning 90 degrees, travel north following said river bank to the ferry landing site, or Crow's landing, in Buffalo Township, Perry County, PA. Continue north along the river bank for three hundred yards (900 feet) to the northern most point of the flood water channel, as it is historically known and used by the ferrymen. Then turn 90 degrees and travel east, crossing the Susquehanna River bed one mile to the eastern shore. Turn 90 degrees and travel south, following the river bank to the place of the beginning.

**Justification:**

The boundaries of the Millersburg Ferry encompass those areas which contain resources associated with the operation of a historical ferry. The historical and current landing sites below North and River Streets on the eastern shore of the Susquehanna River at Millersburg is included. The boat's course across the river bed to the opposite shore in Buffalo Township includes the water channels traditionally used to traverse the river by the ferrymen. The western shore boundary includes the landing in Buffalo Township, Perry County also known as Crow's landing which is historically associated with the same ferry operation. The ferry operator's house, located at Crow's Landing is excluded from the boundary due to loss of integrity. The southern boundary falls 100 yards downstream of the Ferry wall allowing for recovery of rock and stone deposited from the winter damaged wall.

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Millersburg Ferry  
Dauphin County, PA

### Photographs

Except where noted, all photographs were taken by Keith Heinrich in April 2006. Digital files are on file at the Pennsylvania Historical and Museum Commission, Bureau for Historic Preservation in Harrisburg, PA. Photographs are printed from Epson Stylus Photo R800 on HP Premium Plus Photo Paper with Epson Ultrachrome Pigmented Ink.

Photo #	Description	Camera Direction
1	View of Millersburg Ferry River Wall From North of Millersburg Landing Ramp in Millersburg	West
2	View of Millersburg Ferry Landing Site in Millersburg with Susquehanna River in the Background	West
3	View of Millersburg Ferry Landing Site with the Town of Millersburg in the Background in Millersburg	East
4	View of Millersburg Ferry River Wall from the Millersburg Ferry Landing Site in Perry County	East
5	View of Millersburg Ferry Landing Site in Perry County with Susquehanna River in the Background	East
6	1998 Photograph of Millersburg Ferry Boat at Dock on Millersburg Side of the River. Photographer Unknown	West